to disclaim—namely, a change of course on his part with regard to Slavery Prohibition.

But again: Mr. Van Buren has recently made a speech in the Park indorsing and commending the nomination of Buchanan and Breckinridge. He cannet deep that they have steadtastly opposed the policy of Slavery Prohibition in the Territories, and that they could not have been nominated had they steed up for Free Soil in 1848. He cannot den) that they are now supported, and are likely to receive the great bulk of the vote of the Sixve States, expressly as the adversaries of Slavery Pro-hibition He knows that Atchison, Lecompte, Stringfellow, and the great mass of the Border Ruffians now intent on forcing Slavery upon Kansas, at any cost of life and happiness, are all enthusissic supporters of that very ticket which has also secured the approbation—or, at least, the ad-rocce)—of Mr. John Van Buren. Is it probable that these men are deceived in their candidates? Is it likely that Gov. Wise and Gen. Quit nan, and the great body of able leaders and counselors of the Slavery Propagands, do not understand their chief instruments? And yet it is certain that either Meesrs. Buchanan and Breckinridge may be relied on to persevere in the policy which has gone so far toward making Kansas a Slave State, or else these men are grossly deceived. Is it likely that they are the dupes? Remember that they, unlike Mr. Van Buren, have neither given over "watch ing pegroes" in the Federal Territories, nor pretended to do so Whoever may be cheated in the event, be sure they will not be

The Union, we observe, accepts the tender of service to the "National" cause by the Mesers. Van Bures, because they pledge their faith not only to the candidates but to the platform. Mr. Buchapan considers his personal identity absorbed in that platform. And yet no party ever put forth another declaration of principles so completely and deservedly satisfactory to the Sl-very Propaganda as this Cincinnati Platform of 1856. And that is the platform of our consistent John Van Buren!

TWENTIETH WARD REPUBLICANS -The Twentieth Ward Re-utilican Club met last evening at Conti-pental Hall, corper of Thirty-fourth street and Eighth Thene, for the purpose of perfecting its organization.

Daniel D. Connover, President, in the chair; Charles Golden, Secretary. The meeting being called to order the President stated that a few evenings ago the frierds of Fremont and Dayton, residing in that Ward, met together and formed themselves into an association or club. At a subsequent meeting the Club adopted a constitution and by laws, and the present meeting had been called for the purpose of perfecting their organization. There were many the Ward who heartily indorsed the Philadelphia piatform, and would sign their names to the Constitution of the Club. With the power that God and Nature had given them, they would support the Republican party and endeavor to secure the election of Fremont and Dayton.

The minutes of the last meeting were read and approved, after which Mr. Samuel Sinclair, Chairman of

Committee as to Speakers, reported that he had waited upon several eminent gentlemen, among whom was Ges. Nye, a resident of that Ward, and they had all expressed a willingness to address a public meeting when called upon.

Mr. Hosmer then addressed the Club at some length as to the principles of the Republican party and the

great question at issue.

The meeting, for a preliminary one, was well attended, and considerable enthusiasm was manifested.

TWESTIETH WARD GERMAN REPUBLICANS -A meeting of German Republicans was held last evening in Metker's Lokal, No. 446 Eighth avenue. The attendance was large, and the spirit of the meeting excellent. Mr. Wiegand was chosen Provisional Pres ident, and Mr Wachter Secretary. A stirring address was given by Mr. Hartmann of The Staats Demokrat and nearly sixty names were enrolled as members of the Club. The General German Committee sent in an invitation to the Club to send delegates to their sessions; they will be appointed at the next meeting of the Club the coming week, when a permanent

NINTH WARD REPUBLICAN ASSOCIATION, BROOK LYN .- A large and enthus astic meeting of Nicth-Ward Republicans was held at Holder's Three-Mile Fulton avenue, last evening The ward is the most extensive in territory in the city, and every portion of it was represented by a number of the most influential citizens within its limits Mr. Herbert T. Moore was appointed Chairman, and Mr. J D. Cutter, Secretary Mr. Charles Jones offered a plan of organ ization on the basis of the Republican platform and Fremont's letter of acceptance, which were read and unanimously approved. After some suggestions a Committee to consist of ten was appointed to report permanent officers of the Association. Seven were appointed-namely: Silas Constant, Edwin Baker, John M. Phelps, P D. Clark, Christy Davis, John B Kidder, Thomas Rafferty; and the remaining names were left to be filled by German citizens of New-Brooklyn. C. J. Warren of Kansas addressed the Association, and gave an interesting detail of the sufferings of the Free-State men in that Territory. Remarks were made by several others, and the meeting adjourned.

FIRST AND THIRD WARD REPUBLICANS, BROOK-I.TN.—A meeting of Republicans of the First and Third Wards was held at No 104 Orange street last evening for the purpose of organizing a Fremont and Dayton Club. There was a good attendance. Mr S. M Parsons was appointed temporary Chairman and G. H. Bates Secretary. A Committee was appointed to report permanent officers, and another to deaft Constitution and By-Laws, to report at the next meeting, when shortly after an adjournment took place till Tuesday evening next.

THE DEMOCRATIC GENERAL COMMITTEES of the

Hard and Soft Shell factions, effected a joint organization, at Academy Hall, last night. Horace F. Clark and Lorenzo B. Shepard esq., having been appoint ed a committee with power to decide upon a plan of union, reported the following: "That in case the two "State Conventions fail to harmonize, either party shall be at liberty to withdraw. That the union be "effected at Academy Hall, on Toursday, July 17. That the officers of both bodies act as officers of the "Joint Cammittee, until a permanent Pres dent is "elected. That the place of meeting be agreed upon "by the Joint Committee" This plan was, after much opposition from Recorder Smith and John B. Haskin, agreed upon, and Lorenzo B. Shepard was chosen President of the Joint Committee, and Mr March Tressurer. The old Secretaries were reclected,

and the Committee adjourned to meet next at Tam-The St. Paul Deutsche Zeitung, the only German paper published in Minnesota Territory, comes out for Fremont and Dayton. The editor says he has for six years labored for the Democratic party, in spite of its corruptions, in the hope that time would work a reformation; the party, however, having re regraded until it has become a mere tool in the hands of the slaveholders, he has no alternative but to abandon it, and callst under the banner of Freedom and Fremont. The town of Amberst. Mass., has just been can-

The town of Amberst, Mass., bas just been can-vassed to ascertain the feelings of the voters, and the following is the result: For Fremont, 450; Scatter-

ing, 75.

The Rockford (III.) Democrat, always an old-line Democratic paper, has hoisted the names of Fremout and Dayton.

A vote was taken on the cars, between Niagara and Syracuse, of the Express train of the New-York Contral Railroad: Frement, 56; Buchanan, 97; FillAPPALLING DISASTER.

COLLISION On the North Pennsylvania Railroad.

AN EXCURSION TRAIN WRECKED

SEVERAL CARS BURNED.

Nearly Fifty Lives Lost.

From The Philadelphia Bulletin of July 17.

About 9 o'clock this morning the appalling intelligence reached the city that a collision had occurred upon the North Pennsylvania Railroad, between the egu ar morning train from Gwynedd and and an excursion train that left the city at 5 o'clock this mora ing with a large party of school children with their

Ti e particulars, as far as we have been able to glean them from reliable sources, are as follows:

At 5 o'clock this moroing a special train of left the Master street Depot with the schools of St. Michael's Reman Catholic Church, in Kensington. The excursion party consisted of between five and six bundled persons, the great majority of whom were children. They intended proceeding to Fort Washington fourteen and a half miles from the city, where they

were to enjoy a pic-nic.
Owing to the number of care and the weight of the train, there was some delay, and the coeductor, Mr. Alfred F. Hoppel, finding himself behind time, pushed forward with great rapidity when toward the end of

his trip.

The regular passenger train for the city left Gwynedd The regular passenger train for the city left G wynedd at 6 o'clock, and reached Camp Hill at 6 o'clock and 18 minutes. Finding the excursion train had not yet arrived, Mr. Wm. Vanstavoren, the conductor, determined not to wait for it, and his train was moving along when the expected train came thurdering on around a cmve, at the rate of 35 miles an hour. A collision of course ensued with the most appaling consequences.

collision of course carried without serious damage, but the scene presented by the excursion train was fearful. The three for ward cars of the trein were crushed completely to pieces and the wreck—mingling with that of the locomotive—took fire, and the flames communicated to the other cars of the train. The two next cars after the three that were wrecked outright, took fire and

The inma'es of the three forward cars were completely mixed up with the wreck, and a large number of then were killed outright. There were probably fifty persons in each of the three cars, and the lowest estimate we heard fix the number of killed at fif y, while it was feared the dread aggregate would reach one hundred.

When our informant left the spot, every effort was being made to rescue the wounded and the boise of the dead from the wreck. Everything was it the wildest confusion, and it was of course impossible, under the circumstances, to arrive with any certainty at the number of the victims, or to pretend to obtain any particulars as to their names.

at the number of the victims, or to pretend to obtain any particulars as to their names.

Mr. Hoppel, the conductor, escaped with very little injury. Harry Harris, the engineer of the excursion train, was cut to pieces and killed instantly, and John Dagare, the fireman, is among the missing, and it is believed he is under the wreck.

As soon as the dreadful intelligence reached the city a car was dispatched with all consible speed from the Marter-street depot with physicians and other assistance.

One of our reporters, on bearing the news, immedi-One of our reporters, on Fearing the news, infinitely repaired to the office of the Company, at Front and Willow streets, but the 10 o'clock train had just left the station.

He then proceeded along the line of the road to the outer depot of the Company, where he found the Vice-President and engineer of the road at the depot, which was surrounded by thousands of excited mend would work.

and women.

He was informed that an attempt had been made to send hand-cars along the read to the scene of the accident, but they had been immediately surrounded by the mob, and the police and the employees of the Company had the utmost difficulty in keeping them from being rue off with. eing rue off with.

The excitement at the Willow street Station was

also intense. Excited crowds were eagerly inquiring for the latest intelligence from the scene, while those who had children on the ill-fated train were in the most

dreadful condition of suspense.

The news of the accident having been widely circulated, a large number of persons, who imagined their friends might be among the injured, also proceeded to

the outer station.

The excitement among the pedestrians, the majority of whom were females, appeared to increase as they reached the Cobocksing station.

FURTHER PARTICULARS.

FULL LIST OF THE KILLED AND WOUNDED. One of our reporte s has just returned from the scene of the disaster, and furnishes the appairing particulars as follows:

THE WOUNDED.

John Devine, cut in the head, residing in Cadwal-lades street below Master.

Barney Green, greeer, Lehigh below Master street, right leg cut off.

James McDonough, right arm cut off, residing in Washington street, near Master.

John Ryan, both legs cut off, residing in Cadwalla-

John Ryan, both legs cut off, residing in Uadwallader street, near Master.

John Kelly, residing in Germantown road, near Jefferson street, head badly cut.

John Branker, right leg broken; residing at Germantown Road and Fourth street.

James Mahony, left foot crushed; residing in Adams street, near Washington.

Bernard Ronahan, both legs cut off; residing in Callonbill theset below Lefferson.

Bernard Ronaban, both legs cut off; residing in Carowhill street, below Jefferson.
Wm. Lee, engineer of the locomotive Aramingo,
secapec unburt His train was going very slow.
George W. Diehl, Greman of the same train, es-

Joseph Edwards, the baggage master of the down train, had his leg broken; resding in Cherry street; has a family, and was taken to the hotel at Fort Washington.

Bereard Mesterson, Philip street, above Jefferson

Ber ad Masterson, Philip street, above Jefferson, head and legs crushed badly—cannot survive.

Peter Cu ran, 14 years, resides in Washington street, below Jefferson; left foot crushed, right thigh bruised.

Aaron E. Hallowell, residing in Horseham Township, Montgomery County; slightly bruised.

Patrick Hickey, residing in Washington street, near Jefferson; skull fractur d.

Henry Harvy, engineer of un train; dreadfully crushed—lot expected to live (Since dead.)

David F. Relly, resides in Second street, below Franklin; ear cut off and head bruised.

Abert Hopple, conductor of up train; badly injured. Resides in Kensington.

Aaron Jaroby, residing at No. 130 Adams street; head bruised and ribs bruken.

James Conlin, lives in Washington street, near Jefferson; head dreadfully lacerated and both legs bruken.

Thomas Kelly, 10 years of age; left leg crushed. Resides at No. 15 Thompson street.

Bridget Quinn; head dreadfully cut. Resides in Pin k street, near Jefferson.

David Marlow, 12 years of age, residing at Jefferson and Washington streets; cut about the head, an 1 li nbs

and Washington streets; cut about the head, and li nb

and Washington streets; cut about the head, and himbserushed.

Michael Bedford, residing at Rendolph and Poplar streets; badly burned about the logs and head. Not expected to recover.

James Mahoney, residing in new Third street, near Oxford; cut over the eye and logs crushed.

Timothy O Leary, residing in Washington street, near Jefferson; logs hadly injured.

Margaret Quinn, 15 years of age, cut about the head—residing in Pink street, near Jefferson.

Elizabeth Gun, residing in Charlotte street, near Thompson, cut severely about the head.

Patrick McIntyre, residing in Washington street, near Jefferson, had yeut about the head.

John Day, 7 years of age, right ankle sprained. Residence in Heimes, near Cadwallader and Master streets.

Mary Dongherty, residence No. 130 Adams street, nadly cut about the head.

John Mahoney, residing in Adams street, near Colum has avenue, leg broken.

William Street, residing in No. 1 Boach street, between Costes and Green, both legs broken.

David Foley, residing corner of Phillip and Jefferson streets, cut about the body.

Michael O'Brien, residing in Adams street, near Jefferson—legs crushed and back dreadfully injured.

Jaces Brasley, residing in Philip street, above Jeffersor—at kle sprained.

residing in Cadwallader street, nea

James Early residing in Cadwallader street, near afore—one leg broken, and seriously bruised. Mary McA cer, residing in Hancock, rear Third reet—both legs hornibly crushed. She cancet sucive. Julia Streehen, residing in Maiden street, near Beach

-hadly breised and somewhat cut.
Charles Sheick, aged 15 years, residing at No. 315
St. John street—leg injured.

Francia Sharp, residing in Pick street, near Master—cu-bed about the stomach and legs. Probably fatally i jured.

William McQuigan, residing in Jefferson street, near Cadwa'sder, both feet crushed, and bacly bruised about the head and body.

Alex allen, residing in Cadwalader street, below Oxford. Legs broke and cut about the head.

Agness Donevan, aged 10 years, residing in Howard street, rear Master left arm broken and back bruised. Catharine, Donevan, residing in Howard street, rear Master left arm broken and back bruised. Catharine Donavan, residing in Howard street, near Plouix. Back badly bruised. Could not tell her

John McClaren, residing in Second street, above Franklin. Badly bruised about the breast. Ribs

broken.

John Campbell residing in Lloyd's Court, near Cad waladerstreet badly cut about the head.

waladerstreet badly cut about the head.

Johnny Campbell, infant cut seriously about the head—a son of J. Campbell.

Ann Campbell, residing in Lloyd's court, near Cadwalacer street or acfully cut about the head.

John Bagens, fireman of up train awfully cut and brused; resides in Adams, above Columbia—a single

John Ryans, residing in Second street, below York,

both legs broken—cannot recover.

Elizabeth Corr, 12 years of age, residing at Oxford and Columbia streets, cut about the head.

Mary Ann, residing at No. 1 Peach street, between Green and Coates, right hand crushed and head badly William Dugan, residing in Master street near

William Dugan, residing in Master street near Fourth dreadfully out and bruised about the back. Daniel Dugan 18 years old, residing at the same place and a brother of William, right leg broken and left leg crushed. Francis Fluery, residing in Master street, near Germantown road, right leg and left collar bone

Germantown road, right leg and left conar bone broket.

John Callohan, resides in Amos street, above Columbia, back supposed to be broken and leg bruised.

Heavy O'Brien, resides in Adams street, near Oxford, both legs broken and dar gerously injured.

Elles McElroy, resides in Cadwalader street, near Oxford, right leg broken.

Catharine Cokely, living in Lloyd's court, near Germantown road, hadly cut about the head and arms—legs creadfully bruised.

Michael Cokely (6 years), residing in Lloyd's court, cut over the eye.

cut over the eye.

Michael C kely residing in Jefferson street, near
Washington, creacfully ornised.

Jane Deviln, residing in Washington street, below

J. ffers n. cut very badly and leg braised.

Ante McGurke, residing at the same house, right foot drea fully crushed.

Mary O Daniel, residing corner of Dauphin and Jefferson streets, back and hip braised.

THE DEAD.

1 Hogh Campbell, residing in Jefferson street, be-ween Cadwslader and Washington, aged 15.

2. Mary Lilly, residing in Charlotte street, burned

pp in the cars.

3. Jemes McIntyre, 16 years of age, dead; residing in Washington street, above Jefferson.

4. Mr.— unknown white man, burned up. Nothing left but a few bones and his shoes.

5. Mrs.—, unknown white woman, dreadfully many alad.

-, unknown white girl, dressed in white, beac crushed. - Dugan, residing in Master street, below Ger-

mantown toad.

8. —, unknown white man, head crushed.

9. Joan Riners, deac; resided in Cadwalader street, second door below Oxford.

10. James Hickey, dead; resided corner of Philip and Jefferson, dead and deissing.

12. The Rev. Dame! Sheridan, of St. Michael's Church, dead. Resided in Second street, above Misster. He was crushed in a dreadful manner between

we cars.
12 William Barnard, reciding in Cadwalader street. ne ar Master, was burned up before he could be rescued.

13. Henry Harris, engineer, died on the way to the cars. His injuries were of a dreadful character. He

was sged 21 years.
14 John Dutson, near Frankford road on Washing.

14 John Dutson, near Frankford road on Washington avenue Employed in a machine shop.
15 James Roy, residing in Cadwalader street, below
Oxford. Body drescfully crush-d.
28 El-ven bodies of men and women and two
chilored were burned to death in one car. The names
are unknown. Trey were caught under the side of one
of the cars and roasted alive. When we saw the remains they presenter a berrible spectacle.
33. The mutilated remains of four men and women
and a child were dog from beneath the engine and
treder.

34. The remains of a small child were found under the rules of the engine, is the ash-pan.

40 The remains of six other hories were raked out the ashes and placed on the grass opposite to where

he seeds at hepened.

Trekilec, as given in the above list, amount to no The killer, as given in the above its, amount to no less than Forry persons, and the wounded to SIXIY-KINT. These num ers will probably be increased, as some of the wounded will probably die, and there are some whose it juries are not known.

ACCOUNT BY ANOTHER REPORTER The lecon-otive Ara mingo, under charge of Conduc-tor Win. Vanstavohn, left Fort Washington Station, 14 miles below Gwyneed, at 6:14 o clock. There were can about twent, passengers on the train, which consisted of a locomotive, a tender, a smoking and baggage

When the trai twas at the station the conductor inquired if the excursion train had arrived. A gentleman an week in the negative. The conductor said "tuey "ought to be up," and immediately gave the word "right." The bell was rung, and the train proceeded cown at a slow rate, the engineer constantly sounding his whistle. The collision took place about one hundred yards rorth of Dewey's Lane, and 121 miles from Pail-

The up train was drawn by locometive Shackamax

on, Wm. Harris, engineer, who was so dreadfully injured that he com died.

The train was under the charge of Conductor A. Hopple, who had one of his legs broken.

They were going at a rapid rate, and as the trains met at a short curve, could not di com the train coming down until they were within a few yards of each

The up train consisted of twelve passenger-cars, a baggage car, a locomotive and tender. It is estimated that there were over 1 100 persons on this train, of which over one half were small children.

The rext down-train left Gwynned at 7 22, and arrived at the scene of the disaster at 7:40, he proper time. Con acter Henry Keyser and the engineers of the locomotive Cobocksink at once set to wo k and renderer every assistance that humarity could dictate.

renderer every assistance that humanity could dictate. They served water, procured serves, physicians, and did everything that it was possible for any men to do. The crash of the two trains was distinctly heard at the Hotel at Fort Washington, and for a distance of over a mile cut at Dewy's lane.

All the physicians to the neighboring towns were runmoned to the place, and used their best efforts to relieve the wounced. An ong those present were:

Dr. J. McCres of Chestant Hill, Dr. S. R. S. Smith of Chebou Hill, Dr. A. R. Egbert of Chestant Hill, Dr. Chas. P. Bolton of Ecge Hill, Dr. Jorn A. Martin of White Marsh, and Dr. M. Newberry of White Marsh,

The most berrible sight of all was that f the burning

The most horrible sight of all was that if the burning case; for it a few moments after the collision, the fire spread rapidly through the broken remeants, burning and reasting to death nineteen men, women and coil dreb. The groans and shouts of the wounded, and those held by the legs and arms to the burning wreck, were of a c aracter to appet the bravet heart.

A new of men was at one formed, and buckets used to extinguish the flames, but they were unsuccessful. A larse number of persons were taken from the wreck slightly bruised, who made hair breadth escapes from being burned to death.

slightly bruised, who made hair breadth escape the bring burned to death.

The farmers in the vicinity rendered every assistance in their power, except one, man, who demanded \$10 for a wagon to go a mile for a physician.

Among these particularly active were Mr. Charles P. Wentz Mr C. Spencer and Mr. Wm Sheetz

The lecomotive Cohocksink, under charge of Mr. Wm. Shuitz, Superintendent of Motive Power, went up at 10 o'clock, and brought down a portion of the

dead and wounded.

The scene, penthe arrival at Master street, beggan the scripton—the fathers and mothers and relatives of the excursionis a baving assembled there to the number of about 2,000, to learn the result of the dreadth.

Officers Charles Burns, John McCourt, John Sailor

Officers Charles Burns, John McCourt, John Sailor and others of the Seventeenth Ward, went up and rendered every assistance in their power.

Mr. John H. Ain-worth the Superintendent of the baggage department, was on the down train, but escaped unitjured. He made an almost superhoman affert to recons those in the burning cars, and was particularly attentive to the wounded.

Mr. St phen A Wirslow, one of the most efficient reporters of the Philadelphia Press, was a passenger in the down train, but escaped without injury.

STATEMENT OF MR. WM. SWAIM.

Mr. Wm. Swaim was a Chestnut Hill, about three uiles distait, when the disnater occurred; he immediately hastened to the spot and he furnishes us with the following particulars of the catastrophe that came under his own observation: the following particulars of the catastrophe that the wholes to the rest awful I ever witnessed. Of five cars nothing was left standing but the wholes, every shit of wood-work was totally destroyed. A number of the dead were lying in a heap so dreadfully humed that you could not tell whether they were men

or wimen. "Among these was, it is believed, the Rov. Mr. Sheridan priest of St. Michael's Church. He was

Mr. Sberidan priest of St. Michael's Church. He was with the excursion party, and his body was not found. Under the ruins the bodies or some fixee or eight-en persons could be seen. No portion of them could be reached but their limbs—here a leg protuded, and there an arm or a head could be discovered. The cars could be seen borning for a distance of four miles, and the Chestnut Hill Fire Company hastened to the spot, and the class exercises in extinguishing the flames.

and by their exertions in extinguishing the flames, served naterially in the work of rescuing the dead.

The people around the neighborhood hastened to the dreadful scene, and by every means in their power seried in the relief of the wounded. Fortantely, there was a quantity of ice and ice-cream on the train; this was given to the wounded; it refreshed them exactly.

greatly.

Dectors Jacoby, Egbert and Smith, of Chestnut Dectors Jacoby, Egbert and Smith, of Chestnut the physicians who were early upon the spot and who cideverything in their power to assist the wounded. There was but one house in the immediate vicinity, and this was thrown open to the reception of the sufferers.

As the train of baggage-cars sent up from the city

As the train of baggage-ears sent up from the city approach of the epet, the score beggared all description. Some from the city, who had friends on the excursion, imaged out before the train stopped, and sought their freeds, who, too often, were dead or horriby mut lated. Their shricks would mingle with those of the dying. Men left their work for miles around, and came to the spot and rendered all the assistance in their power. Many were helping to remove the locomotive, under which were many dead bodies. The heat was so intense that it was almost impossible to render any assistance to those in the mins. The Congress Engine and Hose Company, of impossible to refer by sessione to those in the ruins. The Congress Engine and Hose Company, of Chestput Hill, arrived on the ground about 9 o'clock and began to play on the fire.

Among those known to be dead were the following

Amorg those known to be dead were the Father Sheridan (but not yet recognized).

Father Sheridan (but not yet recognized).
James McIntyre an adult.
John Bradley, acult.
Margaret Meany, aged about 16.
Huge Campbell, aged about 16.
Win Barnard, adult.
John Maguire, adult.
The following were among the wounded:
Bernare Renahan, a boy, both legs broken.
Parrick McIntyre adult, badly wounded.
Frank Fl ury and wife, each has a leg broken.
James Manning, adult, one leg off.

Frank Flury and wife, each has a leg broken.
Jaues Manbing, adut, one leg off.
Frank Sharp, Wihiam Dugan, Mrs. Gunn, Patrick
Hickey, Michael Be ford, Margaret Dougherty, Patrick
McLetyre and Cathernae Cockley, were all very badly
wounted. Some of the n will not recover.

POSTSCRIPT.

LATEST FROM THE SCENE OF THE ACCIDENT One of our reporters who has just returned from the cene of the terrible railrend dieaster, gives the follow-

ing acditional particulars:
A train which started from the scene at 2 p. m.

A train which started from the scene at 2 p. m., brought down about twenty of the wounded.

The body of Father Sheridan had been recovered and brought down in this train.

The body of Mr. Hoppie was also brought down.

John Hurley, residing at Cadwalacer and Oxford street, who had his back and hips severely injured was also brought down. the bodies of those who were burned beyond recog-

The bodies of those who were ourned beyond recognition have been gathered together.

In a blacksmith shop near where the accident occurred we counted nuncteen burned bodies, three of whom were certainly females. The rest were supposed to be men, but it can not be told with certainty.

Under a temporary shed lie the bodies of eight other human beings so charred as to be utterly unrecognizative.

Near where the engines came in collision portions of

up iton and di placed tails.

Those of the wounded who were not brought down in the 2 o clock train are receiving attention at the Fort Washington Hotel and another tavern near the A number of physicians from this city and German

town were on the ground early. Among them were Dr., S. Wier Mitchell, H. Smita, P. P. Bayard and town were on the ground early. Among them were Dr., 8. Wier Mitchell, H. Smith, P. P. Bayard and Caleb Horner.

[The train at 2 o'clock consisted of three of the cars of the excursion train, (one of which was considerably smashed up), and one other. The wounded were placed on the scats as confortably as circumstances would permy, and every attention possible was shown

would primit, and every attention possible was shown by the physicians, the employees of the road, the po-lice in charge of the train, and by the friends of the victims.

The scene in the cars beggars description for horror.

Every conceivable kind and degree of wound was to be seen, and nothing save agony from the wounded or their afflicted friends and relatives met one's eyes at

Tre train was run to town quite slowly and care-

The train was run to town quite slowly and carefully, and as it passed along crowds of persons from the roadsides and the windows of dwellings on the line of the read gazed mourafully upon the cars and their mounful fieight.

Stortly before 3 o'clock the train moved slowly into the Cohock-ink Depot, and it was immediately beset by ian anxious, earnest, tearful crows of men, women and children, who pressed eagerly forward to the coors of the cars and were kept back with great difficulty.

SOME NOTICE OF THE SCENE.

SOME NOTICE OF THE SCENE. The place where the accident occurred is called Camp Hill Station. It is 14 miles from Philadelphia. The road curves twice, so that, at \$49,500 yards, the approaching locomotives could not be seen by their respective engineers.
The ground of the road is "made" an embankment

rune by along for about 100 or 150 yards. This embarking it is about 26 feet in hight. so fatally together they rose ou end-the fire boxe nearly touched, the wheels were knocked off, and the

turn dover, and now lie side by side in the same direction which is rearly square scross the road.

Three of the cars of the excurs on train caught fire like a flash, and in a very few moments nothing was left of them but the wheels the other non work, and a few charred timbers and smoldering pieces of the hu-

man frame.

There are two hotels, one dwalling-house, a black-smith-hop, and a small shed, within about 300 yards of the scene, and to these places the wounded were first carrier. Not a tree is to be seen for a considerable distance on any side, and the glar ng sun beat down upon the dead, the wounded, their rescuers and their balf-crazed friends, who were flocking to the scene.

all runding on foot, in wagons, and every species of vehicle that could be procured in the city.

As most of the victims, or a greater portion, were link of con se the demonstration of grief which met one's helpless ears were of the most violent character. They surpassed anything within the range of the restational experience. portorial experience. THE NUMBER OF THE DEAD AND WOUNDED—COMING

Of course as everything is yet in confusion it is impossible to say how many lives have been lost by this most terrible columnity. The c timates vary, but from curp resonal observation, we should place the number at from 40 to 45, and from 50 to 70 wounded more or less severaly.

Even in our hurried passage along the cars, we had Even is our nurries passage along the cals, we are time to observe the genuine heroism which is never wanting at these scenes of terror. Every woman who was not bewelf injured, seemed to be attending to some wounded perion, or maybap, watching a corp to. Every man or boy was willing to give way—to do all the could to relieve the suffering which permeated the

Yet we did not hear a cry or groun from any one.

Yet we did not hear a cry or groan from any one.

Every one see med to, at least, bear suffering in silence, if they could do no more.

A large number of the victims reside in Kensington, along the Germantown Road, and the adjacent streets, and, as we passed cown to the office, it really seemed as if the whole city was mourning—everywhere we saw grief, sympathy, suffering—those sad evidences of he tallen estate of humanity.

We neight spend hours dilating on the accident and its come on news, but time scarcely permits a brief sy-

its consequences, but time scarcely permits a brief sy-nop-is of tre most vivid teatures. The cause of the disaster has not yet been pronounced on, and we have heard rothing which would authorize us publicly to lay the blame on the shou ders of any person or persons.

ANOTHER ACCOUNT.

From The Philodelphia Evening Journal, 17th.

by this morel githe community was startled by a
that a terrible accident had occurred on the

Early this more ig the community was started on the North Pennsylvania Railroad by a collision between two trans. causing a dreadful destruction of life, and the wreck of one train of cars. The accounts were conflicting and for that reason unreliable. The prevalent report, however, was that an excursion train, containing five or six hundred persons—chi-fiv-scholars and teachers of St. Michael's Roman Catholic Church in Kenerigton—left the Master-street deput at 5 octock, destined to Fort Washington, 143 miles from the city, where a pic-nic was to be held for the school. The train was a very long one and very heavy, causing it to proceed with some difficulty and at a reduced speed. This put the cars behind time, and as the rigular down train was expected, Mr. Hoppel, the Constructor, endeavored, when approacing the point for which he was running, to increase his speed, to make up for lost time, and avoid meeting the downward up for lost time, and avoid meeting the downward up for lost time, and avoid meeting the downward up for lost time, and avoid meeting the downward up for lost time, and avoid meeting the downward up for lost time, and avoid meeting the downward train. The latter had started from Gwyneid at 6 o'clock, and arrived at Camp Hill at 15 or 20 minutes. past 6. Not finding the excursion train at this point.
Mr. Vanstavores, the Conductor, resolved to wait for at while standing near a curve in the road, the up-came forward at a fearfulgait and before it could be avoided, a tremendous conflict and crash took place. Little injury was done to the stationary cars,

but the other train, comirgipeadlong on at the rate of thirty-five n iles an bour. was crushed and wrecked. The three foremost cars were liverally shartered into spiniters, and their passengen mingled suddenly it a mass of dead, dying, and terribly lacerated boules. Other cars took fire and were burned up, though nearly if too all their immates are reported to have escaped unburt. Each car held about fifty persons, and it was estimated at the moment of the disaster that about fifty or sixty people were killed.

THE DEPOT AT COHOCKSINK.

About 100 clock, the scene at the Cobocksink Depot was one of indescribable confusion and excitament. Besides the large crowd of persons gathered by the news, there were many women burrying from place to place in frantic alarm and apprehension, screaming in the agony of their fears, and inquiring for their children. Every person who came down the road from the direction of the accident was surrounded by the mob, and hundreds of eager voices put as many questions respecting the occurrence.

mob, at d hundreds of eager voices put as many questions respecting the occurrence.

About 11 o cock a train arrived at the depot, with 42 bodies on board. The bodies of the unfortunate children were horribly mangled, and presented a most revolting and heart-rending spectacle. It is supposed that the number of dead will reach from 100 to 150, but we trust that this will prove an exaggeration. In the same train that brought the bodies of the dead, were many of the children who escaped uniquired.

A shout of joy greeted them as they came from the cars, and many a mother clasped her recovered little ones in her arms, and thanked God for their safety. When the car started with the "bysicians, hundreds of perfors crowded into it; they would listen to no reasoning nor advice, being rendered frantic with apprehancies and alarm. There was the strongest is dignation expressed against the conductor, but with what justice it is impossible to safe, as in the wild excitence the which exists nothing reliable can be learned in regard to the matter.

regard to the matter.

In one car eleven persons, consisting of men, women and children, were burned to death—names not ascertained. They were pinned fast in the wreck, and wore surrounded by the flames.

Several bodies, terribly mutilisted, were recovered from under the engine and tender. The ashes of 6

child were found in the cinder-pan.

Six other bodies were taken from among the embers
of the burning cass.

LATER ADVICES.

LATER ADVICES.

The regular passenger train for the city left Fort Wa-hing on, one and a half mil-s below Gwyneed, at 6 o'cleck 14 minutes a.m., with tweaty old passen gers the train consisting of a locomotive, tender, a moking, baggage, and one passenger car.

When at the station, inquiries were made by the concuctor for the excursion train, and he was told that it had not arrived. He replied that it was out of time, and then signaled "night," when the train went on down at a slow gait, the whistle being constantly blown.

The crash occurred a short distance north of Dew-The crash occurred a short distance north of Dewicz's Lane, 12 or 13 miles from this city. The trains came together at a short curve where no view ahead could be had. The excursion train was composed of 12 cars, having about 1,500 persons aboard, half of them childrer.

The noise of the collision was heard at a distance of the training of the collision was beard at a distance of the collision was heard at a distance of the collision was heard

The noise of the constant was trained as declared in the received were soon on the ground, and rendered every possible relief. Among the number were Chas. P. Bellon, Drs. Smith, Egbert, Martin, Newberry, and McCrea. Many farmers in the neighborhood rendered assistance, but one trute of a fillow demanded \$10 for the use of a subsidered.

one rute of a f flow demanded \$10 for the use of a wagen to go for a physician.

All slong Columbia avenue are grouped a mass of those whom the calamity will be ease and their wailings and lamentations are agonizing beyond expression. It is a fair estimate that 20,000 persons are now viewing the bodies bought into the depot, and so great is the rush of people, that netty 'ueksters have embraced the occasion to erret booths for the sale of their wares, thus iterally profiting by that which carries dismay ane sorrow into so many households.

THE SCENE AT THE DEPOT.

The scene at the Upper Depot on Washington stricet was one of extraordinary and most intense excitament. The buildings and grounds were surrounded, and every avenue leading to them densely packed with human beings of both sexes and all ages, upon the countenances of many of whom was depicted the deepest at xite).

The police, under the Marshal, were busy in keeping the crowd out of the depot, and having the wounded protected from the rush and pressure of the

spectators.

Mechanics were at work hastily, making splints for Machanics were at work hastily, making splints for the use of the surgeons, and constructing litters upon which to convey the injured to their homes. Every one who could render any assistance was humanely exerting himself, some making banages, and others bringing water or offering restoratives to the sufferers. The d-pot was a regular hospital.

THE APPEARANCE OF THE STREETS.

Washington street, through which the track of the railroad runs, from Master street to the d-pot, was lines with masses of people, some hurrying along, apparently in the greatest distress, and others standing as silent spectators.

parently in the greatest distress, and others standing as silent spectators.

The whole district of Kensington, especially in the immediate vicinity of St. Michael's Church, was in a state of the wildest and nost agonizing excitement. Prople were running to and fro Ever and anon, as some victim of the terrible disaster was brought house, a cr wd would rush to the door. The scenes of lameation and wailing at some of the houses of sorrow were truly heartrending. As many as three deaths in one house. bouse.

Business of all kinds seemed to be almost entirely

Business of all kinds seemed to be almost entirely suspended.

THE WILLOW STREET DEPOT.

At the lower depot, corner of Front and Willow streets, an immense crowd of people were collected, and a large police force were on cuty.

Messas Ed. A. Woods, Jas. Stileman, Wm. McTerran, John Whiteman, Reuben Haines, and Geo. Carey velunteered their services in preparing lutters for the wons ded. These gentlemen exceled themselves nobly in this humane work, and deserve great credit for the premptness with which they offered their aid, and the zeal with which they labered in behalf of the unforturate victims of this distressing casualty. All the principal physicians of the Sixteenth, Seventeenth and Eighteenth Wards were in attendance, and rendered most efficient aid.

ACCOUNTS BY TELEGRAPH.

PHILADELPHIA. Thursday, July 17, 1856. A serious accident is reported as occurring on the North Pennsylvaria Railroad to the excursion train of children from St. Michael's Church. The locomotive explicated and set fire to the cars. Several lives were lost. The disaster occurred near Fort Washington.

SECOND DISPATCH. A collision occurred at about seven o'clock this morning on the North Pennsylvania Railroad, between a or wn train and en excursion train. Rumor says that from 60 to 200 were killed. No train had arrived down Other companies furnished a locomotive, and a number of cars and surgeons were dispatched to the scene of the calamity. A dispatch from Germantown save that numbers of the wounded have been brought there in private conveyances.

THIRD DISPATCH. The latest accounts from the scene of the disaster report 35 killed and nearly 100 badly injured. Eight hundred persons were on the train.

Six cars were entirely demolished. Among the billed is Father Sheridan, of St. Michael's Catholic Church. FOURTH DISPATCH. The excursion train contained 1,100 children with

beir parents and teachers. It came in collision with down train on the curve pear Fort Washington while the latter was going slowly and the former racidly, endeavoring to reach the stopping place Both occumotives were crushed, and three of the cars of the

consumed. Beneath their ruins were a number crushed so that extrication was impossible. The scene was of the meet heart rending and terrible de scription. The killed are: scription. The killed are:

Daniel Sheridan, choister of the choir (body not recovered); Hugh Campbell, Mary Kelly, James McIntire, John Depan, Edward Hall, John Rivers, Jas.
Hekey, Wm. Barnard, Henry Hains, Mary McDrain,
Catharine McGurk Ellen Clark, Catharine McGuigan,
Kate McGiri, John Brady, Margaret Meany, John
McGuire, James Carney, Henry Harrison, engineer of
the up-train.

excursion train rushing together caught fire and were

In addition to these, seventeen bodies were counted beneath the ruins of the cars, mostly consumed. Eleven men and women and two children were consumed in one car.

The total killed is 39, and wounded 69. FIFTH DISPATCH.

The scene of the accident is four sen miles from this

city, in the neighborhood of two curves, so that approaching trans cannot be seen five hundred yards distant, and the track is a single one. When the locomotives came tog-ther they rose on an end, their fire boxes nearly touching one another, and fell over acress the read. The fire being scattered about the wreck of the first excursion car, it caught fire, and ester ded to the two other cars piled upon it. Most sutraordinary efforts were made to extricate

the mutilated beings crushed amid the wreck, may e

whom were still allow when the flames reached them.
The grease and cries that tent the air were awful.
Two hotels, one dwelling, a blacksmith shop, and a small shed within 300 yards of the disaster were need to chelter the dying and the wounded. A number of physicians from this city and from German was were early in attendance. Two engines from Cassa-nut Hill forced water through a hose to the week, and after working for several hours, the humas re-mains beneath it were removed. Nineteen bodies were removed to the blacks with shop, three of them supposed to be females. Under another shed were cight bodies, so charred as to defy reorgation.

The budy of Father Sheridan was recovered and brought to the city. An immense crowd was attracted to the spot from the surrounding sections of country. Many of the friends of the dead and sounded walked from the city, and others proceeded thither in every description of vehicle, which were taken and made use of in bringing the wounded and the dead to

Wm. Vanteavren, the Conductor of the down train has committed spicide by taking arsenic. Wm. Lee, the Engineer of the same train has been arrested and committed for examination. The train this evening brought down four bodies burned to a crisp They were those of John Dillon, two brothers named Royce and one unknown

All the human remains were gathered up and brought to the city. Twenty-seven bodies have not been recognized, and they are so badly burned it is feared they never can be.

From Our Special Reporters.

the city.

PHILADELPHIA, Thursday, July 17, 1856.

Wm. Lee, engineer of the down train, was arrested here this evening. Alfred F. Hoppel conductor of the excursion train, died this evening of his injuries. Wm. Vanstavoren, conductor of the down train, committed suicide here this evening by taking arsenic.

The regulations of the line are, when a train is due and not arrived at the turn-out station, where it passes another train, the train there is bound to wait fifteen minutes for the absent train. In this case the down train did not remain the prescribed

In the blacksmith shop, near the scene of the accident, are pineteen burned bodies; three of them women, the rest supposed to be men. Near this, under a shed, are eight other bodies

burned so as to be unrecognizable. Five cars out of ten were burned. About fiftyseven are dead-thirty-one of whom were burned to ceath. There are one hundred and four wounded. Last train brought in thirty-one bodies, the areater portion of which are burned to a crisp and could not be recognized. They remain at Cohocksink station. About six of those at Fort Wash-

ington will die of their wounds. Mr. Hoppie is

not dead. The only person of note among the

passengers killed is Father Sheridan. The rest

of the killed and wounded were in humble life. SECOND DISPATCH.

11:20 P. M -A disgraceful riot has occurred be tween some citizens of Montgomery County and the police of Philadelphia, the former contending that the police had no right to take away the dead before an ir quest.

I hear of the following additional wounded: Julia Steer, 51 years of age, cut about the bead Patrick F. Sherry, 20 years, back and internal injuries. Both were taken to the Episcopal Hospital. Mary Ann Weich, aged 15. Leg broken and arms

From Our Special Correspondent.

PHILADELPHIA, Thursday, July 17, 1856; The city is convulsed with the stupendous horrible account of a massacre of innocents one of the greatest since Herod's time-the machinery of wrath being that of the North Pennsylvania Railroad. The Sunday-School scholars of St. Michael's Church, all of the Roman Catholic persuasion, and belonging to the Seventh Ward, who were making a pleasure excursion to Fort Washington, fifteen miles porth of the city, with their teachers and friends, this morning, are the victims. I have just conversed with a ge tleman who was in the down express train which ran into the pleasure train: the conductor of the former, it is reported, did not wait at a certain point to allow the latter train to pass—the road being a new one, and there being but a single track. The rules of the Company, I am told, are explicit. That body is company, I am told, are explicit. That body is computed of the respectable and philanthropic citizens. But, as it is reported, the conductor concluded there was no train to encounter, dashed on at full speed, ran into the pleasure train, the concussion being like the closing of a telescope, each train running into the other, and being fully interlocked. The result was a consummation of horrors, for not only were there irrocious crushings of the children, whose entire number was 600—but the genius of horror was crowned by some of the cars taking fire and delivcrowned by some of the cars taking fire and dellyerance being at the time impossible, nineteen of the inmates, men, women and children, were roasted alive—charred to ashes. Certainly the details of this accident which I have received from an eyewitness are the most terrible of any which bas e taken place in this country, for in cases of the burning of steamboats the sufferers can end their agonies by jumping overboard and being apocitly drowned; but here were persons, chiefly children, locked in the prison of despair and inflamed to death besides being berribly mutilated. My informant escaped unburt, and rushing with others, to the person of the prison of despair and inflamed to the prison of despair and inflamed to the prison of despair and inflamed to the person of the pers formant escaped unburt, and rushing with others to the nearest house, procured axes to cut the cars so as to liberate those not yet roasted alive. My informant says that five of the cars were destroyed utterly. From out the ruins were dragged bodies of the dead, the dying, the crushed, mutils ed, burned—in every form of misery and borrer-feaming, shricking, cursing, wailing, importing, and beyond misery. The killed so far as ascertaised amount to thirty nine, and the wounded to sixty-nine; but these figures will doubtless be swollen, for the wounded will some of them die, and treas sufferers will be discovered.

sufferers will be discovered. The pleasure train was composed of ten care, which left the Master street station at 5 o'clock this morning. The same train left Gwynedd at

6 o'clock. They are now fetching the bodies into the clty. They are now fetching the bodies into the clty, and the depot is a scene of unsurpassed excitement. Crowds of agonized people, chiefly women, are on the look out for victims, in pais or death, and with some exceptions the names of the wean-ded, burned or killed are known. But when bothing but a few bones remain clothes and admeans of identification being destroyed, the names has far are wanting. What Satanic irony is the termination of such a so-called pleasure excursion? Six hundred little ones and their friends, in all the innocence and jollity of a holiday from, and in the flash of an eye hurled into all the herrors. that fact could accountlate or imagination eagender!
Since my writing the above, the afternoon journals have appeared with the names of the killed and wounded so far as known, and the numbers

given correspond with the above. The Bulletin, which lies before me, has a full list, and given, too, a statement from Mr. Swaim of The Ledger, who saw the accident.

W. H. P. Jury Fowler, a member of the Fifth Ward Patrol District, died suddenly last night from the effects of

Streng.-Joseph Smeces, a respectable citizen of Shawan nok, aged about 60 years, committed enteide on Saturday evening, June 28, by cutting his threat with a near. The Newburgh Telegraph experiant for some time past he gave no evidence of a discool mind, but was cheerful and contents.